

THE BOTTLE

1994-4



HAPPY



JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

George Pinter has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 59 Prospect Rd., Plympton, Ma. 02367

The Bottle Shipwright

Volume 12. Number 4.

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FROM THE PRESIDENT
ALL HANDS.....Frank Skurka
FROM THE MEMBERS
FROM THE EDITOR
LET GEORGE HELP YOU DO IT.....George Pinter
DETAILS.....Bill Westervelt

ON THE COVER - Happy-by G.Pinter

BACK COVER - Holiday-by G.Pinter.

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THAT IS ALL!

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

For those of us who knew Jim Davison the coming Christmas Holidays will be saddened knowing that Jim died on Tuesday September 27, 1994. Jim was the man who managed and operated the decal, badge and patch procurement program for our association. He did this job very quietly and efficiently. Jim, after seeing a bottle ship in a Museum, became fascinated by "how the heck they got those things in there" and soon afterward taught himself the art of building ships in bottles, specializing in models of Great Lakes vessels. Jim was featured in Frank Skurka's "ALL HANDS" column in the 1990 No.4, Vol.8 issue of THE BOTTLE SHIPWRIGHT. Jim attended and enjoyed being at all of our Conferences. He will be greatly missed.

Bill Westervelt, 2205 Green Haven Way, Hampstead, Md. 21074 has agreed to take over the decal, badge, and patches for the association and we wish him well in this endeavor.

We would take this opportunity to wish you all the happiest of holidays, and a wonderful New Year !.

HIT THE BOTTLE

Jack

1.

FROM THE EDITOR-----

Ray Handwerker

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

Material for the Editor should be sent to----5075 freeport drive
springhill. fl. 34606



Well here it is the Holiday Season again, I can tell by the month long demolition derby on US 19. And the friendly folks jostling for places in line, while spending too much on stuff that I'am glad I won't find under our Christmas tree. Anyhow, all of us hope all of you have a HAPPY HOLIDAY and a HAPPY and Prosperous NEW YEAR. Oh ! I forgot to mention Healthy, yes please be healthy. And THANKS to all of you who sent in the photo's , hints/tips and articles for the Bottle Shipwright through out the year. Thanks also for those of you that made the second Savannah Conference a success.

Now lets refill those bottles !.

WELCOME ABOARD NEW MEMBERS.

Fred G. Brittle, 601 Bainbridge St. Foster City, Ca. 94404.
William A. Full, 464 Marina La. Tavares, Fl. 32778.
Dominick M. Furlano, 338 Winona La. East Stroudsbury, Pa. 18301.
F. Peter Gregorio, 6247 Garretson St. Burke, Va. 22015-3521.
Dr. Russ Martin, 70 Alpine Way, Ashville, N.C. 28805.
Peter J. Menini, 115 Circle Dr. North, Island Lake, Ill. 60042.
Clark L. Moore Sr, 1435 Sweetwater. La. Casselberry, Fl. 32707.
Aztem Popov, 121353, St. Vyazemskaya, 24-139, Moscow Russia.
Marcel John Rayner, 107 Hedingham Rd. Halstead, Essex, 609-2DW England.
Robert B. Sampson, 5706 Juniata St. Duluth, Minn. 55804.
Frank J. Scorsone, 4127 Arica Ave. Rosemead, Ca. 91770.
(Frank , my apologies for missing you in a previous issue.)
G.R. Stetson, 91 Town St. W.Cornwall, Ct. 06796-1612.

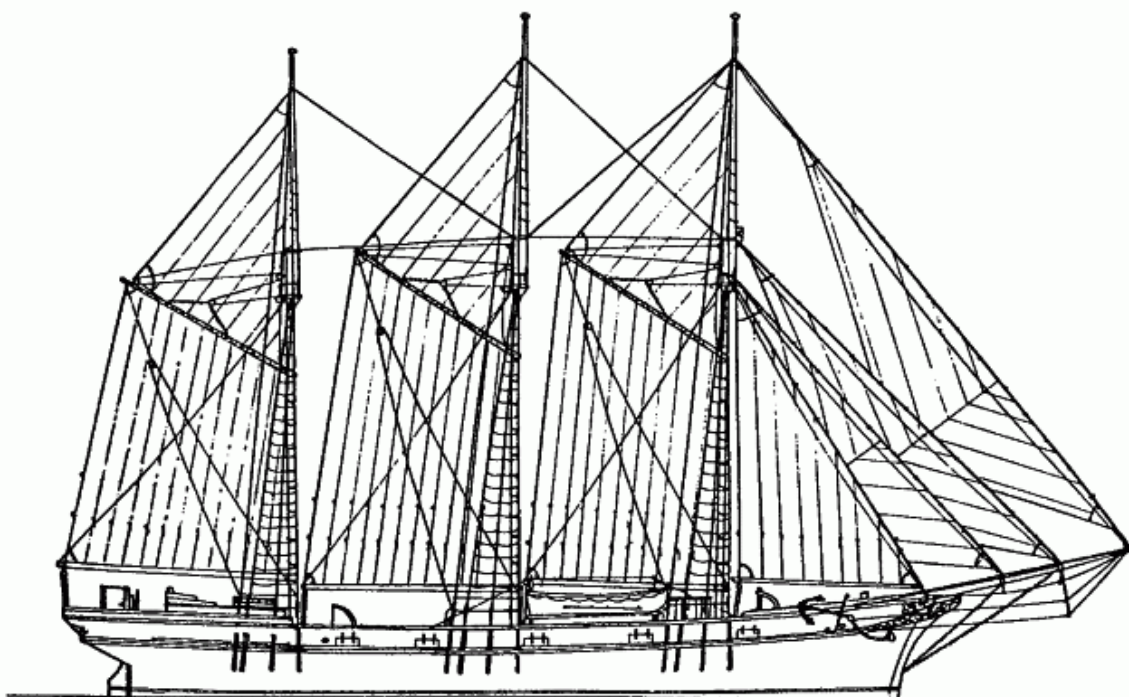
ADDRESS CHANGES.

Peter J. Aird, RR#1, Alliston, Ontario, Canada. L9R 1V1.
Andrew Bloom, 9008 Crowning Shield Dr. BAKERSFIELD, CA. 93311.
Raymond A. Carlson, 7974 Pintail Dr. PARSONSBURG, Md. 21849.
Patrick J. Grennan, 10 Milford Dr. Locust Valley, N.Y. 11560.
James B. Mahon, (Winter Address) Cambridge House Unit 104, 21260
Brinson Ave. Port Charlotte, Fl. 33952-5003.
Blake Salmon, 1115-A Boston Rd. AAFB, DC 20335.
Barry C. Smith, 1712 Alexander Circle, Pueblo Co. 81001.
Peter Iversen, 11113 Mountainview Dr. Granite Falls, Wa. 98252.
Charles Hand, Rt.3 Box 530 Canton, N.C. 28716

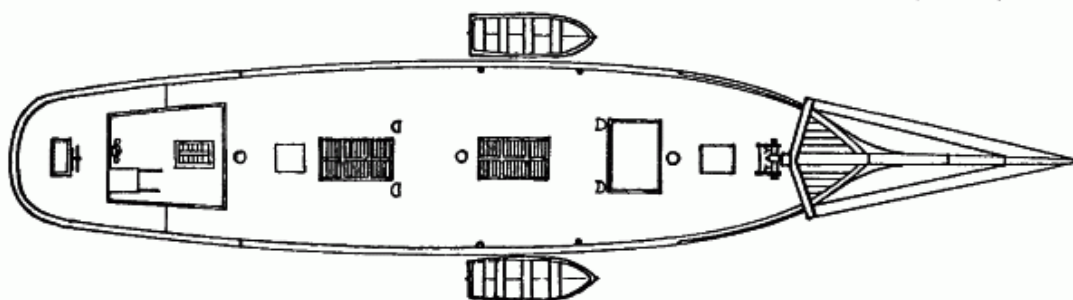
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

David Blocker, 9512 Centerbrook Ct. Centerville, Oh. 45458, has a watchmaker's lathe for sale, price \$200. (new it was over \$1500) has headstock, toolrest, tailstock with drilling attachment and 20 metric collets. Interested ? write to David.

Three masted schooner SVANEN



V.L.92



Three masted fore-and-aft schooner SVANEN (The SWAN)

Hull: Black with white stripe along deck level, white trimmings on top of rail fore and aft, rail and inside of bulwark light grey, boottopping red

Deck: Wood, fore deck brown

Mast and spars: Oiled wood, white tips of spars, white doublings

Deck houses: Galley white with green roof, the house aft white with wooden roof, wheelhouse white with green roof

Companionways: White

Skylights: Varnished teak

Boats: White with inside orange

Anchors: Black, anchor winch green, catheads white

TOPSAIL SCHOONER

-The names of the game-
By Vidar Lund

Standing rigging

- a Outer bobstay
- b Inner bobstay
- c Fore topgallant stay
- d Outer jibstay (or fore topmast stay)
- e Inner jibstay
- f Forestay
- g Fore shrouds (3) and fore backstay (1)
- h Foresail sheet
- i Fore toppinglift
- j Fore peak halliard
- k Triatic stay
- l Main topmast stay
- m Main shrouds (2) and backstay (1)
- n Mainsail sheet
- o Main toppinglift
- p Main peak halliard

Masts and spars

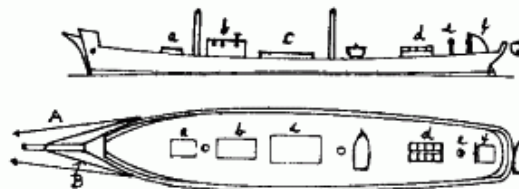
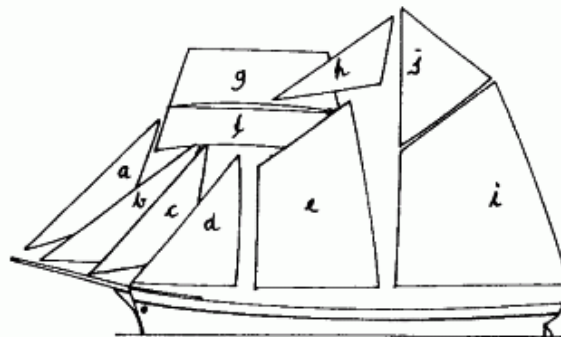
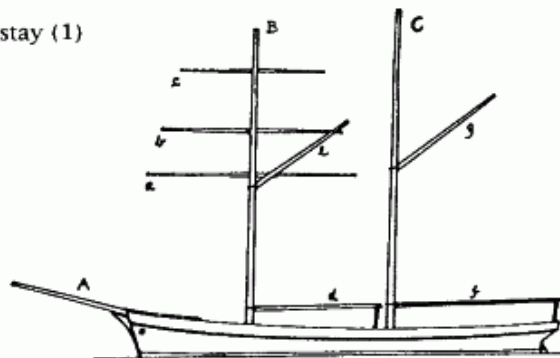
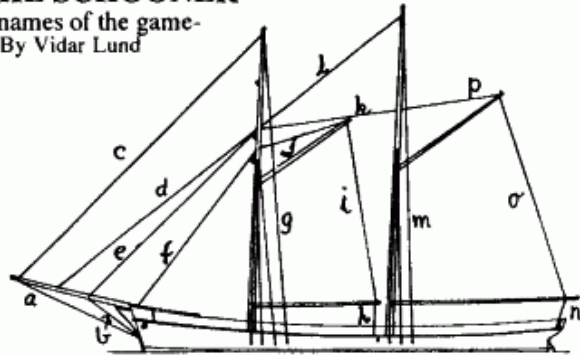
- A Bowsprit (jibboom)
- B Foremast
- C Mainmast
- a Foreyard
- b Lower topsail yard
- c Upper topsail yard
- d Foresail boom
- e Fore gaff
- f Mainsail boom
- g Main gaff

Sails

- a Flying jib
- b Outer jib (or fore topmast staysail)
- c Inner jib
- d Fore staysail
- e Fore (gaff)sail
- f Lower topsail
- g Upper topsail
- h Main topmast staysail
- i Mainsail
- j Main (gaff)topsail

Deck plan

- A Outer jibboom guy
- B Inner jibboom guy
- a Fore hatch
- b Deck house with galley and forecabin
- c Main hatch
- d Skylight
- e Binnacle with compass
- f Wheelhouse and wheel



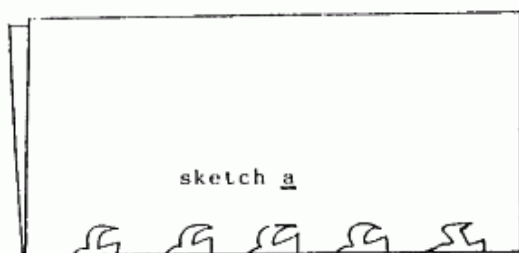
Vk-94

A boat should be placed on the main hatch, the deck or hanging at the counter.
(The rigging is adapted to ships-in-bottles and not exactly like "the real thing").

NEWS FROM HOLLAND

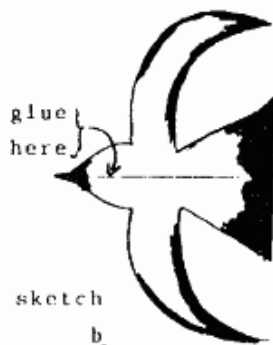
BIRDS IN THE BOTTLE.

When you have painted a nice sky in your bottle, you can enliven the scenery with some flying sea-gulls. Fold a piece of paper as per sketch a and draw some birds of practically the same size as indicated. Cut them out with a pair of scissors and fold them open as shown in the



enlarged model b. Paint the birds on both sides. Use a strong white letterpaper and black Chinese ink. Put a little bit of glue on the beak and the front part of the body. Fold this part together but keep the tail wide open without tearing. When dry you can place the bird(s) into the bottle.

Put a drop of glue on your work-table and place the bird with its tail into the glue. Then take the beak into your tweezers and put the bird carefully in the bottle at the place where you want it.



The tail will glue to the glass but the bird has a tendency to turn over. No problem at all. Just turn the bottle so that the bird will hang down. Let dry. Always put in the birds before you install the ship. It happens sometimes that the bird falls down and it is hard to pick up when your ship is in the way. Don't put your birds too high when you use a round bottle. The

best position is when you place them on the centre-line or just below. Lots of success!

Bob de Jongste, the Hague.

FROM HOLLAND WITH LOVE !

YOU WANT A DRINK....?

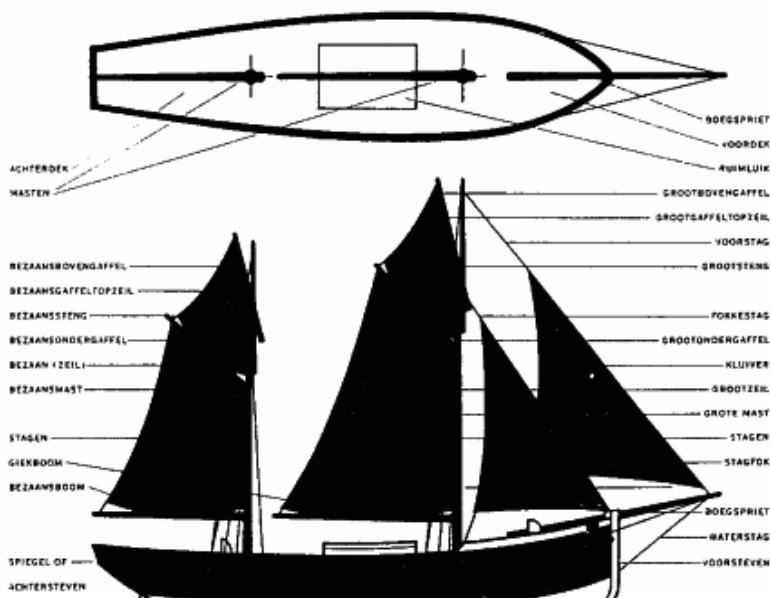
The famous Dutch geneva distilleries BOLS have started an advertising campaign around ships in bottles. Every bottle of their brands Bols and Bokma has a coded label. If you send them five labels, each valued at two guilders, or 10 guilders by check, you receive a completely finished two-masted schooner with an overall length of about seven centimeters and a height of abt 5 centimeters. The ship is complete with installation instructions and a plan for the manufacture of a stand.

It is beautifully packed in corrugated cardboard. The bottle is optional, but I would suggest a small half-liter bottle. Would it not be possible to interest one of your local distilleries? It would be a nice propaganda for our hobby.



DE ZEILTRAWLER

*En al z'n verschillende onderdelen:
van bezaansondergaffel tot grootgaffeltopzeil.*



This drawing is approx. 2 times larger
than the real thing!

The distillery has made a thorough study of
the names of all parts and sails!

EUROPEAN BOTTLESHIP MUSEUM TOUR.

by Ralph Preston.

There are , at present, four bottleship museums in Europe to the best of my knowledge. These are devoted entirely to the bottleship art. Other museums have fine collections of SIB's but are not entirely devoted to them. I would like to discuss the first category first.

The Flessenscheepje Museum in Enkhuizen, Netherlands is certainly the best in Europe and probably the best in the world. This Museum's Curator, Jan Visser (pronounced Fisher), its Director Jan Hetteling (pronounced Hetteling) together with a very able staff of volunteers have put together a highly professional Museum.

Mr. Visser does not build SIB's himself, he pointed out that standing aside helps him to keep his objectivity. Seeing the results of his work, I think I understand. The collection is very well displayed , covering the whole spectrum from " Naive " to " Masters ", . In showing the naive models, Mr Visser noted that the builder of " Naive " models at one time may very well , in the future become a respected master. Again, I see his point.

The whole spectrum is well displayed. The models are not labeled- " Naive ... Master ". This evaluation is left to the observer. There is also a good selection of objects in bottles that could not be labeled as ships. All in all the Museum is first class. The Museum also has a series of classes, instructing the art, and regular demonstrations for the public.

Enkhuizen is a beautiful city located about one hours drive from Amsterdam. The train takes about the same time. Public transportation in Europe is so good that it seems pointless to take a taxi or rent a car. The train from Schiphol airport to the main station in Amsterdam is probably not covered by your Eurail Pass- better check. Trains leave regularly for Enkhuizen. Times are posted in the station. From the Enkhuizen RR station the walk to the Museum is about four very pleasant blocks. Looking west from the RR station you can see a rather squat tower, head for it. You will walk along a dike with a canal and boat jetty to your right and a street to your left, somewhat below the level of the dike. There is a drawbridge from the tower to the street where the Museum is. The Museum's sign is visible from just beyond the drawbridge. Another couple of blocks from the drawbridge (along the Canal) is the Motel, Port van Cleve. This is a very pleasant, moderately priced hotel. Better leave room in your schedule for more than a one day stay in Enkhuizen. The city has a lot to see, with miles of sailing and power ships tied up along the canals and many charming winding streets.

The Museum itself straddles a small canal. Small boats can go under the building which was once a gatehouse for the canal. The stairways in the building are VERY steep. The Dutch don't like to waste space with stairways. There is a small fee for entry and SIB's and picture post cards can be purchased at the desk. Dutch women are particularly beautiful. But STOP to admire them, if you do it on the move you will find that Dutch lamp posts are particularly hard!.

The next nearest SIB Museum is in Neuharlingerziel Germany.

This is on the North Sea Coast between Emden and Wilhelmshaven.

Transportation seemed more regular from Wilhelmshaven. This city is north of Bremen, on the Weser river. In the summer one can get from Wilhelmshaven to Neuharlingerziel by train or bus. Be sure to check the schedules, the service is not as frequent between major cities.

EUROPEAN BOTTLESHIP MUSEUM TOUR.

(continued)

Neuharlingerziel is a resort town and accommodations are high. I took an early morning train and returned in the late afternoon.

The SIB Museum is located in the basement of the Hotel Anderson. The city is essentially a one street city stretching along the beach. The SIB collection is smaller than that at Enkhuizen with a lot in the " Naive " direction. The Museum is well worth visiting, but could profit from the services of a good curator. The German Women are also very pretty, and in my estimation, the lamp posts are as unyielding as those in Holland.

Next, along the Elbe River, on the outskirts of the city of Wedel is the Wedel SIB Museum. From Hamburg's main railroad station (HBF) take the U Bahn (subway), located at the east end of the railroad station.

Take the train to Wedel and go to the end of the line. Your Eurail pass is not good here. Buy a ticket from a vending machine and punch it before entering the train-(watch others). The ticket establishes the time you entered the system: you are buying a little more than one hour's use of the system. Traveling illegally carries a fairly heavy fine. At the end of the line the Museum is a pleasant four or five block walk. Head downhill from the subway stop. The streets wander, I have gotten to the Museum by several routes.

There is a fairly large collection here that could also profit from the services of a good curator. The models range from the naive to a few of the masters caliber. There is a small fee to enter the Museum. SIB's and picture postcards are also for sale here. Incidentally- the city of Hamburg seems to be flooded with SIB's. They appear to be manufactured for sale. Lamp posts in Hamburg are also very solid.

Probably the oldest SIB Museum anywhere is in Aerskøbing on the Island of Aers in Denmark. The Island and the city are rather remote. From Copenhagen, take a train to Svendborg. You will probably have to change trains in Odense. From Svendborg take a ferry to Aers. Again-check the schedules to get back to Svendborg. Aerskøbing is a small town with few tourist accommodations. There is a moderately priced hotel in Svendborg. It is the Hotel Stellamaris on Kogtvedvaenge 3, Phone : 62 21 38 91. The Island of Aers is particularly charming and you might want to spend more than one day.

The Museum is in the former home of " Bottle Peter ". The collection is quite large and the entries quite old. There seems to be little order or planning in the arrangement, still the Museum is well worth visiting. The collection comprises the lifetime work of " Bottle Peter ". Danish women are also very pretty, so look out for those lamp posts.

The Danish Maritime Museum at Kronborg Castle in Helsingør (this is the town that Shakespeare called Elsinore, the pronunciations are close) has a small but very high quality collection of SIB's. Many were made by Poul HAAS from the city of Esbjerg. He was a very skilled builder of miniature SIB's who went to that great bottle up in the sky a few years ago.

To get to Kronborg, take the train from Copenhagen to Helsingør. In Helsingør walk out of the station and face the ferry docks. Look a little to your left and you will see the Castle. It is a very pleasant walk of about five blocks. You will have to go around a small ship yard.

The Danish Maritime Museum took over the entire Castle a few years ago. The Museum is very well laid out with many very interesting exhibits and artifacts. A lot of time would be very well spent studying the Museum. If you are only interested in SIB's- inquire.

Unquestionably, the largest SIB in the world is at the Cuxhaven Maritime Museum. It was made by Johnny Rienert in a 128 Liter Flask! The ship is the Whaler Lagoda. Cuxhaven is north of Bremen and easily reached by train.

EUROPEAN BOTTLESHIP TOUR.

(continued)

In Cuxhaven, inquire as to the location of the Museum. It is a short walk but the streets are winding.

Berlin's Museum for Transportation and Technology (Museum für Verkehr und Technik) Has a very small collection. The work by Bernd Braatz is certainly that of a master builder- and, what can I say ? The model of the Charles W. Morgan by yours truly is also there. You will probably want to see the entire Museum. The artifacts and exhibits are superb.

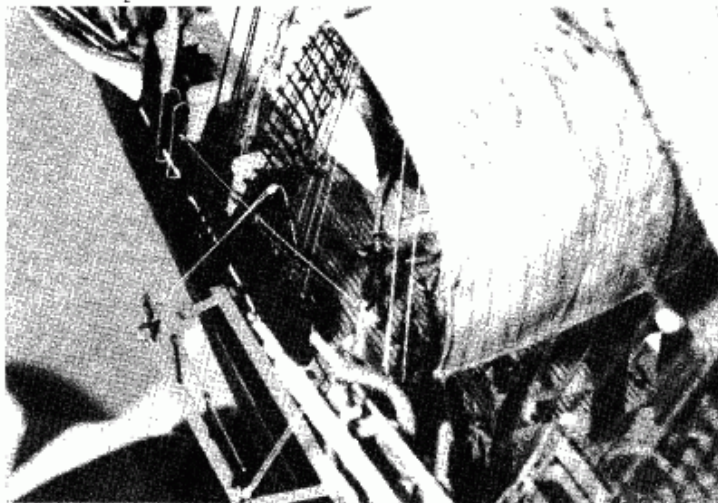
To get to the Museum, start at the Zoological Garten Railroad Station, it is one of the major stations in Berlin, The Berliners call it the zoo. Take the U Bahn (subway) to Gleis Dreieck. Get a small map from any information booth. As of the summer of 94 there was a lot of construction on the system. Apparently the departure of the wall necessitated the re-routing of tracks and trains.

The map will be a great help. Gleis Dreieck is four or five stops from the zoo. At Gleis Dreieck walk one block to Templehoffer Ufer. You can only go in one direction, the street deadends at the station. Turn right on Templehoffer and right again on Trebbiner StraÙe.

The Museum's entrance is at number 9. The museum occupies the entire block and there will probably be a considerable amount of construction until the summer of ' 96.

Again the subway is not included in your Eurail Pass. The ticket system is very similar to that in Hamburg.

That pretty well does it, I hope one day to be able to write a similar report on SIB museum's in the U.S.of A.



*Season's
Greetings*

Hot this bottle.

Ralph

Three masted fore-and-aft schooner SVANEN (from Pg.3.)

Length: 98,4 ft over all
Beam: 22,5 ft
Draught: 8,9 ft
Tonnage: 102 grt, 55 nrt, 180 dwt as a trader
Sail area: 418 sq. yards
Aux. engine: 244 hp GM diesel



BOOKS

BY

Francis J. Skurka

" A scratch modeler's log"

Written by Henry Bridenecker and A. Richard Mansir, this 112 page , soft cover book has over sixty illustrations with some excellent color photographs of very fine, and in some cases, exotic ship models. This book has the best color photography I've ever seen.

Published by Aero Publishers, 329 W. Aviation Road, Fallbrook, Ca. 92028, the company has become the exclusive publishers of Moonraker books. Aero mostly publishes books on Aviation, Planes , Tanks, Armor and Military History.

Moonraker on the other hand, publishes books on ships and ship models. This has been a good arrangement for shipmodelers. You can write to Aero for a list of ship modeling books.

This book gives a written description of some rare models , accompanied by excellent color photographs, the models covered are: The Malek Adhez (1840 brig), a Spanish Galleon (1540), a ship from Kyrenia (300 B.C.), A ship from Yassi Ada (7th Century), A Carrack (14th Century), A ship from Kalmar (13th Century), The Brig " Irene" (1806), The tho Lense Hoogars (Dutch Fishermen 1850), The Sambuc of Arabia (Dhow), A Chinese War Junk (19th Century , The Virginia of Sagadahock (1607), A Colonial Bark (1640), The Schooner Hannah (1775), A Tancook Whaler (1900), The Spray (1895), U.S. Anchor Hoy (1820), The Fanny M. , a piscataqua River Gundalow (1886), and many illustrations and sketches of model details.

The worth of this 8½ x 11 " book is in the superb photographs and the history of the models presented.

If you are interested, write Aero Publishers for the current price.



Dear Ray;

The Maryland Chapter of SIBAA is thinking of sponsoring an Eastern Regional conference in the fall of 1995. We have contacted the Chesapeake Bay Maritime Museum in St. Michael's, Maryland for possible dates and terms. The museum sponsored the national conference a few years ago.

To see if there are enough members interested in attending, I would like to send an inquiry to all members in the eastern states. Could you send me a membership list with addresses and phone numbers?

Also, in the next issue, can you mention the above and have anyone interested write to the address below.

Thanks.

Rick Hegge

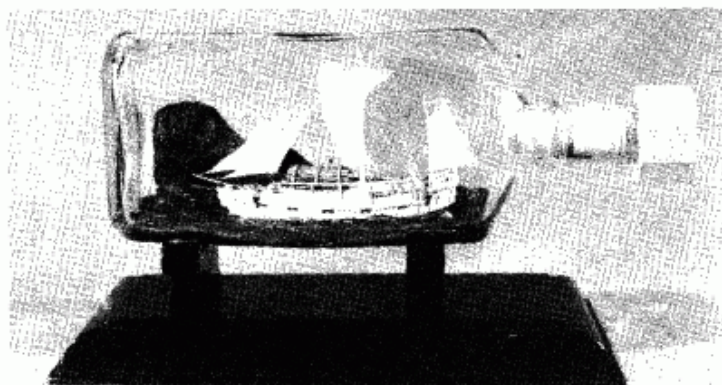
President - Maryland Chapter SIBAA

Rick Hegge 22040 Holicay Dr. Smithsburg, MD 21783 (301) 824-2825

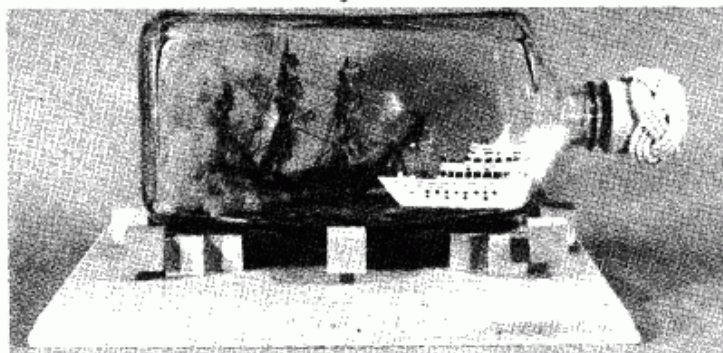
FROM THE JAPANESE SHIPS-IN-BOTTLES ASSOCIATION,
Juzo Okada, Editor.



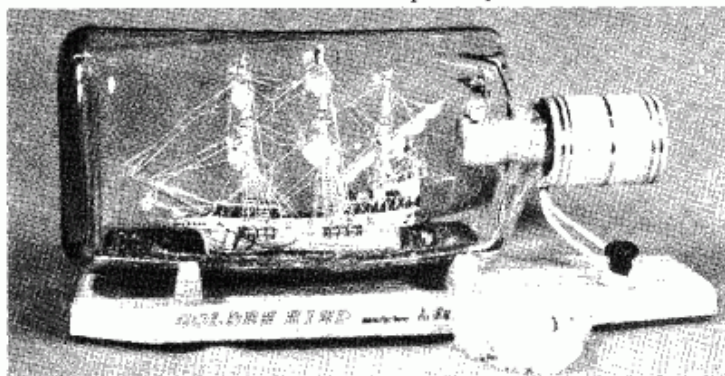
In April, after a long interval, I made a ship model "Ainoko bune" in a bottle. In Japanese "Ainoko" means "a half boid". The body of the ship was a Japanese traditional style while the rig was a western style. The ship had been used generally for about 50 years since about 1900. We had the exhibitions as usual, one was at Kobe Maritime Museum. from the 17th of July till the 1st of August, and another was at Osaka SONY from the 20th till the 26th of August. We exhibited about 140 new works from our members and all visitors enjoyed them very much.



" Danbei-Bune" by Juzo Okada.

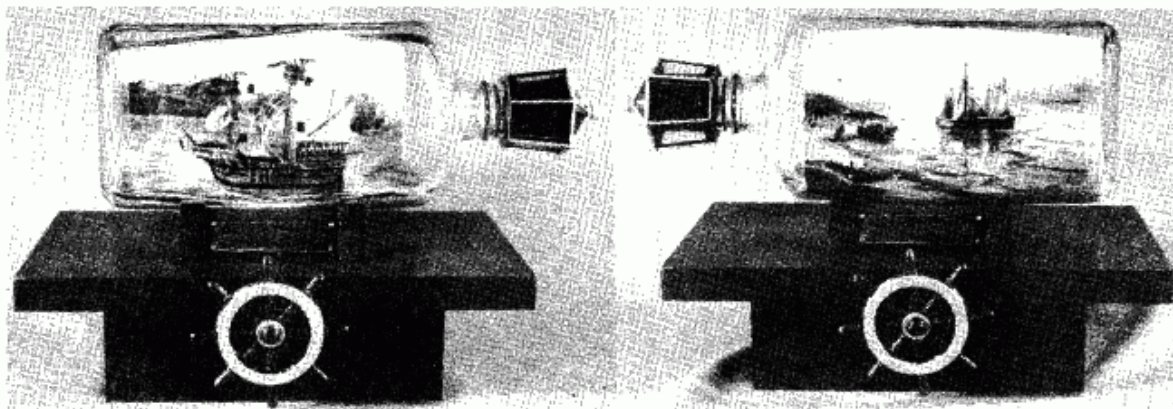


" A Phantom Ship " by K. Kakuhari.



" Golden Hind " by
A.Fujii.

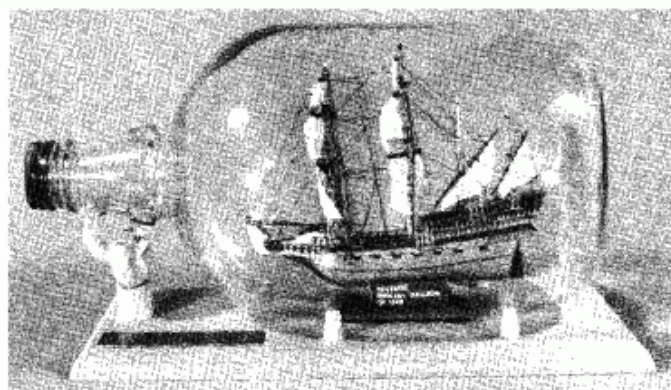
From Japan- continued.



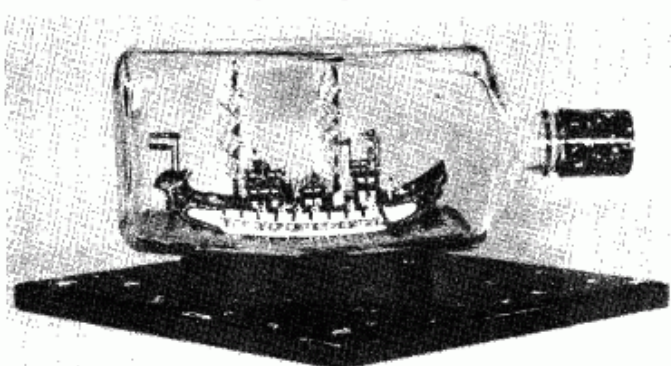
Left- "Cocca Anscatica" by T. Nakamura. Right- Back side view.



" Santa Maria " by
T. Sawahara.



above-" Revenge " by S.Hata.



" Kentoushi-Sen " by Y. Yamaji.

Juzo

三

18th-Century Craft Flourishes with the Help of 20th-Century PCD Device

Upon retirement, many of us follow some lifelong dreams, but the hobby of Steve Wilson, 67, is rather extraordinary. We have all been puzzled at some point by a ship in a bottle. This craft, started by sailors in the early 1700s, is Steve's hobby. It is a craft rich in lore, of the whalers of Nantucket, of Spanish galleons returning from the New World, of swift elegant clippers driven by stiff tailwinds. What enables Steve to practice this hobby is a "PCD" gizmo, which keeps me alive."

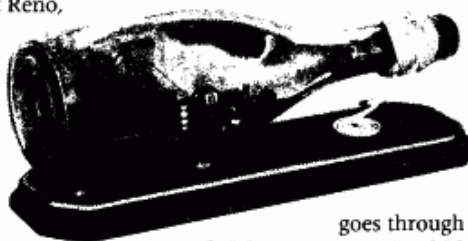
"In May of 1991, my wife Donna and I decided to visit Reno, Nevada, for the day. I collapsed at the ticket counter. After eight days in the hospital, I had the PCD device implanted." Steve needed a PCD (Medtronic's implantable pacer cardioverter defibrillator) to treat a ventricular tachyarrhythmia. With ventricular tachyarrhythmia, the heart beats too fast and the patient loses consciousness. Ventricular tachyarrhythmias can be life-threatening if not properly treated.

With the PCD device implanted, Steve returned to his normal lifestyle, including his fascinating hobby. Steve is a member of the Ships in a Bottle Association of America, of which there are only



Steve Wilson masters an old-world craft with artistry and dedication.

410 members, in ports all over the world. "We write back and forth with new ideas or easier ways of doing something," Steve says. But, back to our puzzle. How do you get that ship inside a bottle? "Everything



goes through the neck," Steve answers, "and I have to make my own tools, like extra long tweezers. An odd-shaped bottle is best, but they are hard to come by. I carve the ships out of basswood, usually three- and four-masted clipper ships. Along with the ship, I make beach scenes with lighthouses, buildings, people, trees, rocks." Steve lectures about his craft, sharing his knowledge of this rare hobby. He also sells completed bottles from his home in Sacramento, CA, to interested enthusiasts.

Robert F. Frederick of Seattle Washington sent in the tip shown here. I was originally going to just print the letter as is, but Frau Blucker talked me out of it. Boy are you lucky Bob.

" This is a copy machine picture of a pair of scissors I made to trim some synthetic (pillow stuffing) smoke from the stack of a DE. Razor on a stick kept pulling and stretching it, so these were made. Probably been made a 100 times before, but are not in any SIB book.

A small forged steel embroidery scissor was cut off at the finger loops and ground a little to fit a small piece of brass tubing. Handles are coat hanger wire all soldered together. Works good on thread, etc. They can be bent aft of the tubing for inboard (angled) work.

Ref; Your letters from members The Bottle Shipwright 93-3. Have completed 24 SIB's and am working on 3 more, plus 2 air craft in bottles (a TBM and an F6F with wings folded).

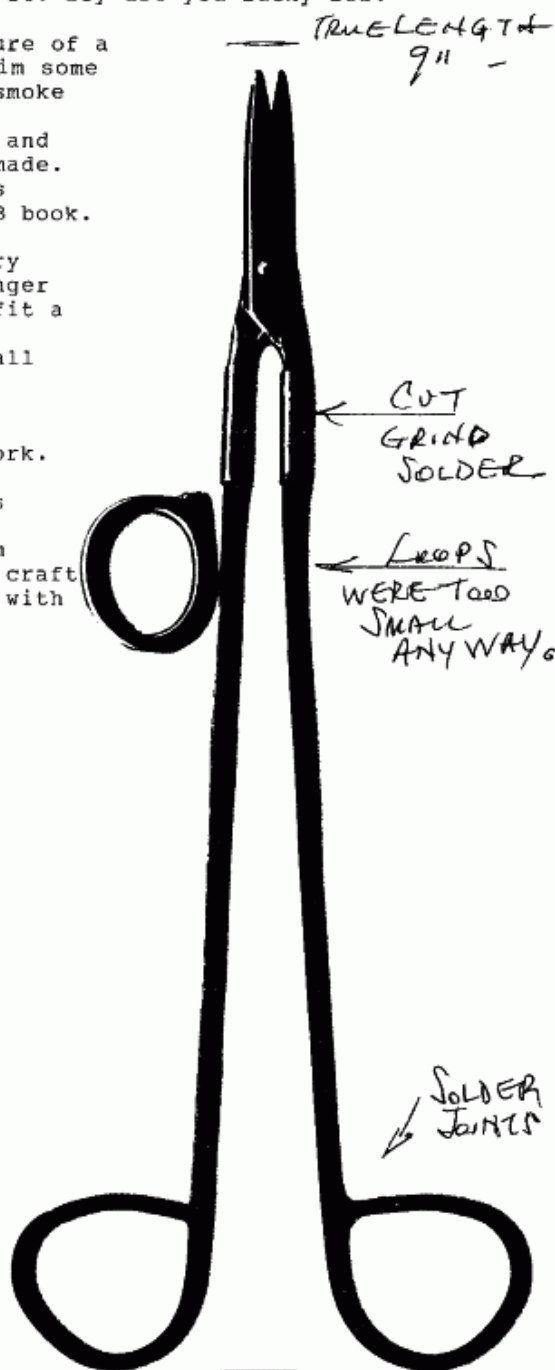
Tell Ralph.

OK Bob you just did.

18th / 20th Century

Continued

The world of sailing ships is past, a time when one could look out at the sea and dream of the edge of the world and what lies beyond it, riches or dragons. This pioneering spirit is preserved in Steve Wilson's craft. As a PCD patient, Steve is something of a pioneer himself, this time moving into the 21st Century. 🐼



FROM RUSSIA, THE WORKS OF ARTEM POPOV, our newest overseas member.

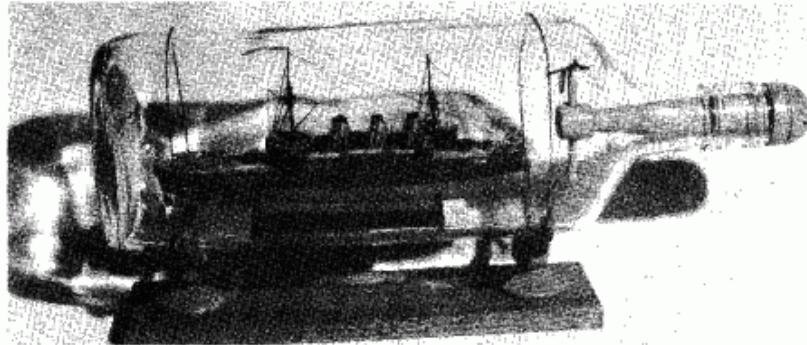


FIG. 1. THE RUSSIAN IRON - BOUND "OSLYABYA" (ОСЛЯБЯ).

The ship was built in St.-Peterburg in 1901.
The SIB is exact copy. This very detailed model consists of 1740 details.
The hull of the ship is broader than the bottle neck.
A volume of the bottle - 1 litre.
Scale of model- 1:875.

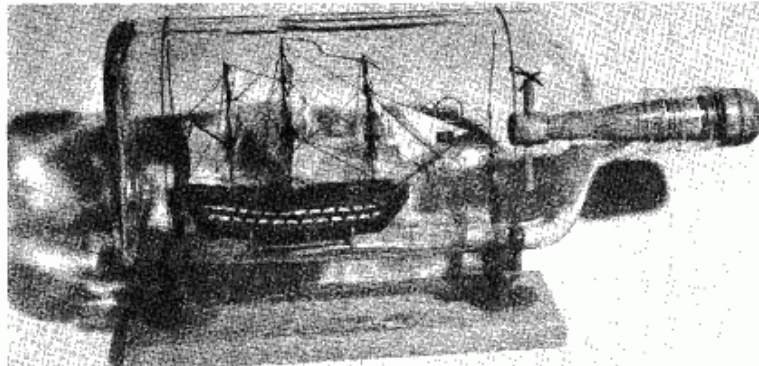


FIG. 2. THE RUSSIAN BATTLESHIP "POBEDONOSY" (ПОБЕДОНОСЦ).

This is 66-guns ship. The ship was built in 1780.
The SIB was built from different hardwoods.
This very detailed model consists of 1200 details.
A volume of the bottle - 1 litre.
Width of the hull - 24 mm.
Diameter of the bottle neck - 19.5 mm.
Scale of model - 1:600.



Left.
"The Little Ship of
the Bulb."

FROM RUSSIA,--continued.

Artem sends the following tip for SIB'ers.

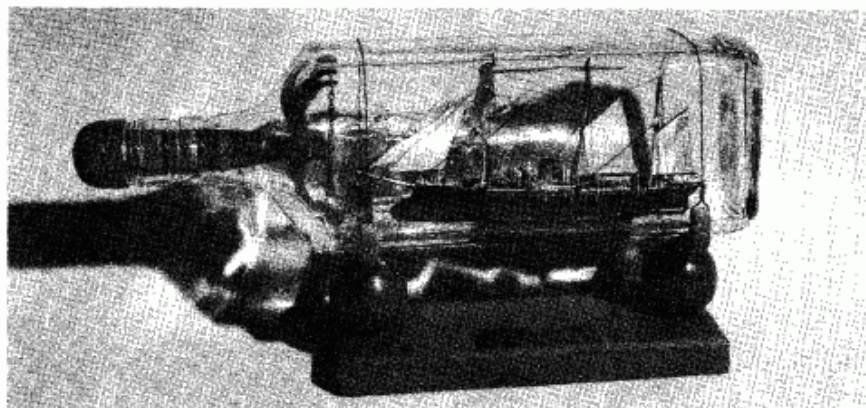
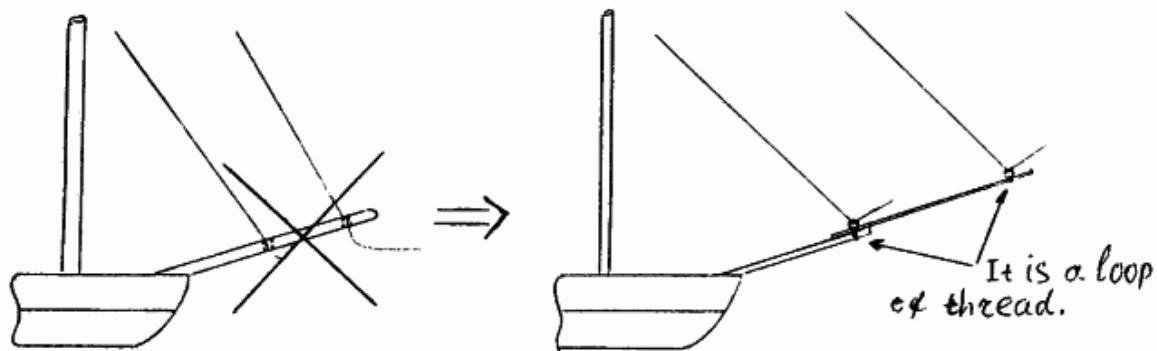


FIG. 4. THE CANNONEER SHIP "KOREES" (KOPEEU).

The cannoneer ship "Korees" and iron-bound "Varyag" had unequal battle with Japanese battle-fleet in 1904.

This very detailed model consists of 1600 details.

A volume of the bottle - 1 litre.

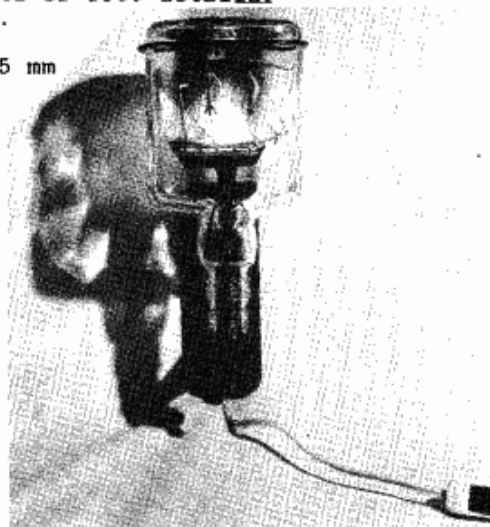
Width of the hull - 32 mm.

Diameter of the bottle neck - 19.5 mm

Scale of model - 1:600.

Right-

"The Ship of the Lamp".



FROM RUSSIA,- continued.

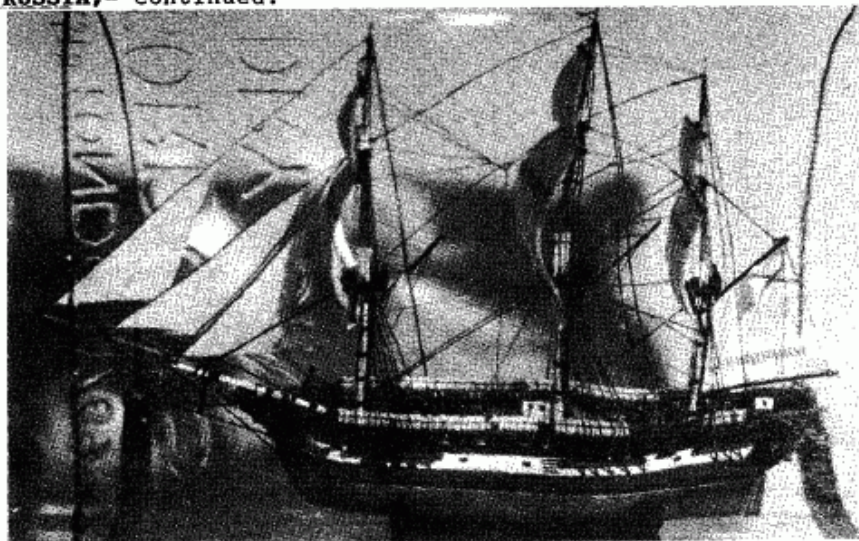


FIG. 3. THE RUSSIAN SHIP "MIRNY" (МИРНЫЙ).

This is ship of first russian Antarctic's expedition in 1819-1821.
The ship was built in the Olonezk dockyard in 1818-1819.

The SIB was built from different hardwoods.

This very detailed model consists of 1150 details.

A volume of the bottle - 1 litre.

Width of the hull - 24 mm.

Diameter of the bottle neck - 19.5 mm.

Scale of model - 1:490.

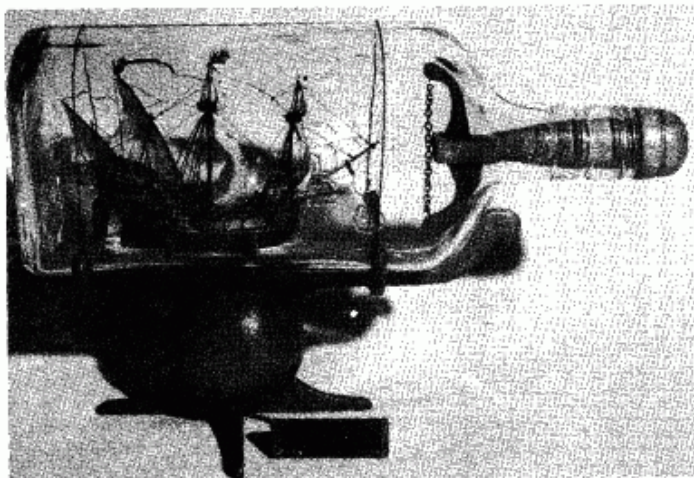


FIG. 5.

" Victoria "

This very detailed
model consists of
1000 details.

Bottle-1 Litre.

Hull Width- 25mm.

Bottle neck diameter-
19.5mm

Scale of model- 1:400.

Ferdinand Magellan's,
Victoria was the first
ship to circumnavigate
the world.



calling
ALL HANDS
by
Francis J. Skurka

Gilbert (Gil) Charbonneau.

Gil was born on 9 January, 1943, in Langdon, North Dakota, USA., A farming community about 20 miles South of the Canadian border. He went to grade school at Saint Boniface in the town of Olga and then to Saint James Academy High School in Grand Forks. Upon graduation he joined the Air Force and served from 1962 to 1966, with duty in Viet Nam, where he was awarded the Viet Nam Service Medal. He mustered out as Airman First Class, and went on to attend Grossmont College and a private computer school. He's held all sorts of jobs : Aircraft Propeller Specialist, Computer Operator, Real Estate Salesman, Mechanic, Painter, Maintenance Man, House Builder, Professional Sailor, Mate and Captain, just to name a few.

Tiring of the climate in North Dakota, he went out to California where he worked on Yachts, doing maintenance and repair to hulls, decks, spars, rigging etc. During this time he qualified as a Certified Licensed Yacht Captain. He later ran a successful Yacht Chartering business off the Florida Keys. Moving to Maine he helped to restore the 142' fishing schooner " Sherman Zwicker ", and sails with the professional crew , along the East Coast from Nova Scotia, Canada, down to New York on costal schooner " Windjammer Cruises ", during the " Dudeboat" Season.

At the age of five he started building model airplanes in 1948 while vacationing in Maine. In 1973, for want of " Something to do " he built his first ship in a bottle- two schooners passing port to port. Before becoming committed to bottled ships , he built many models of various ships, including those vessels engaged in vacation cruises in Penobscot Bay or along the coast. About 20 years ago, he decided to model only bottled ships and normally produces about 20 models a year, mostly on commission. Occasionally, he'll build one that he wants to do for himself, but never fails to find a buyer. His one regret is that he hasn't kept many of his models for himself.

Gil tries to find out as much as he can about the history of the vessel he's building; " makes it more interesting". As to techniques, he says, " all of my methods are traditional- there's no magic". He models with extreme detail including deck furniture, rigging, fittings and equipment.

He uses Cherry wood for the hulls because, " It's strong, has good color and is easy to carve". Bamboo is his choice of wood for masts, yards and spars. Sandelwood is used for carved figureheads. Brass shim stock is used for small fittings and miscellaneous equipment. He uses industrial nylon thread for rigging, securing the ends with super glue. Sails are made of acid free, onion skin paper with 25% cotton rag fiber content and are secured to the yards with white glue.

Plastalena is used for the sea, warmed and melted before the hull is impressed into it. A sheet of paper protects the inserted model, before it is impressed. Two wooden pegs, super glued to the bottle form the anchor pins which match two holes in the hull bottom, which fit into a formed vioid in the plastalena. Thus the hull is glued to the bottle and the plastalena formed about the hull, making a good snug fit.

ALL HANDS (continued)

When the clay hardens up, it's tight.

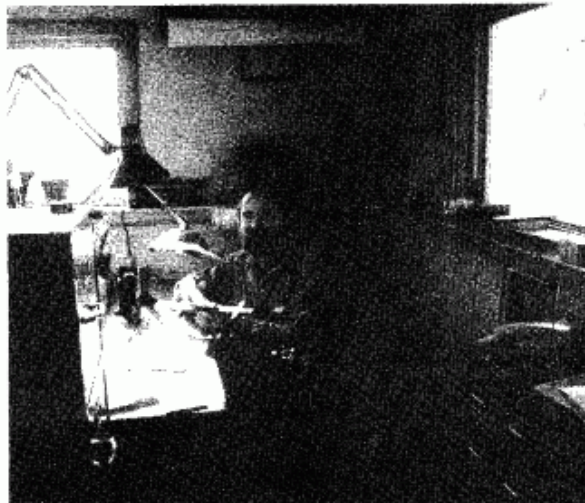
He uses good antique bottles such as the old common kerosene containers, scrounged from flea markets, yard sales and other such places. His models are engraved on the bottom of the bottle, with the ships name and data, his signature, mark and number. His work has been featured in the following magazines: "Yankee", "Down East", "Offshore", "Traditional Home", "Sailing", "Colonial Homes", and "National Geographic World". The New York Times did a write up and it went world wide on UPI. He's been on several Television shows: "The American Trail", "Reading Rainbow", and the local stations covering Maine.

Gil's goal with his work is to "Contribute to the elevation of ships in bottles from a craft to an art". His other hobbies are : Sailing, Travel, Photography, Gardening and Reading.

Gil and his wife Mary owned the Hendricks Head Light House at the mouth of the Sheepscot River. Because of the tough winter weather, storms, high winds, excessive heating costs and high maintainance costs, they recently moved six miles upstream to 3150 Cross Point Road, Edgcomb, Maine, 04556.



(Editors note): The model magazine "Seaways, Ships in Scale, Volume V, Number 5, September/October 1994", published a fine four page article (with color cover)" Gilbert Charbonneau's Ships in Bottles Alive on the Coast of Maine.



Gil. Charbonneau at work
69°40' 20" W
43°55' 50" N

DETAILS

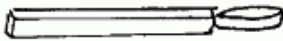
by Bill Westervelt.

In a recent letter, the question was asked "are there any set rules in building sib's"? The answer is NO. One reason for this column is to present idea's that have come to me, to pass along others, and to stimulate your thinking and imagination into improving and developing new methods and ideas. Each new idea is built on those that have proceeded it.

Let's look at small boats this time. Cutters, dory's, dingy's, lifeboats, longboats, whaleboats, etc. are all small boats. Some are powered by oars, some by sail, or both. Today we have diesel and gasoline powered boats. All these boats do/did basically the same duties, transportation to and from an anchored ship, fishing, kedging, and in emergencies, lifeboat duty. These boats were and are carried on all ships. Secured in davits, on boat racks, or lashed to the deck on chocks or cradles. How much detail you want depends only on your imagination and skill.

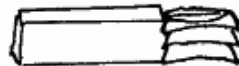
Starting with a simple lifeboat, it can be made of wood, paper, plastic or metal. I use Holly wood because that's what I have and it works for me. Start with a piece $1/8"$ X $1/8"$ X $2"$ long. Using a piece this long gives you something to hold onto while you carve the boat to the size you want (scaled to fit your model) and finish shaping with an emery board. (Fig. 1). Then paint to suit your color scheme. Paint the top black or gray to represent a canvas cover. Paint the hand lines around the edge.

Fishing dory's with a square stern can be carved the same way or three to a stack for storing on deck. Use a $1/8"$ X $3/8"$ X $2"$ piece (Fig. 2). For a lifeboat in davits, drill two #80 holes, one in each end before painting and insert a piece of wire. This wire can be bent to shape and used as the davits. (Fig. 3). On some schooners and skipjacks, I use paper clip wire for davits off the stern. (Fig. 4). you can also tie or glue a small sliver of wood across the top of these davits to serve as the boom rest.



single life boat

Fig. 1



stacked fishing dorys

Fig. 2

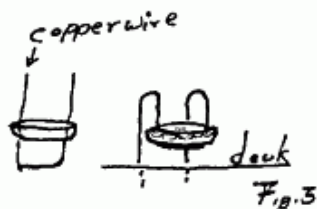


Fig. 3

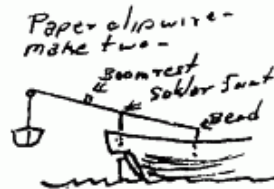


Fig. 4

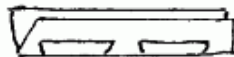
DETAILS

by Bill Westervelt.

To achieve more detail, use a 1/16" micro Chisel (or a darning needle ground down to form a chisel) and carve out the interior of the boat. Then , using pieces of veneer or an old wooden match box, shape and glue in the thwarts. A piece of match book will also work here. Small pieces of copper wire, flattened on one end can be shaped for oars. Push boats for a skipjack have a large block in the center interior, representing the motor covering. Gear in the whale boats has been displayed in model catalogs. How you create this gear I'll leave up to you. It will depend on your skills and desires.

Some alternative methods for boats that I've seen or read about include; Grains of rice, painted to suit. One half of a sun flower seed hull, painted to suit. Formed plastic push boats, formed over a mold. (from Mike Moriarty) . Cooked spaghetti, formed and dried, then painted to form a life raft. (Jack Hinkley). Paper lifeboats (Fig. 5) from Poul Hass. B.S. 4-83. Resin casting boats for uniformity in appearance, (George Pinter) B.S. 1-86. Tooth paste tube (Jack Needham). Today the only metal tube I know of is the medication " Cortaid". This is a tin composition and is also useful for the bands on a stepped mast. F.R. Berchem suggests carving boats from match sticks. and Leon Labistour , suggests using cocktail sticks in pairs.

open pipe whale thwarts in



*48 ke bow
8 ke paper stern in place*

Fig. 5

Nice write up Bill .

Bill Westervelt was featured in the November 1994 Issue of the Valley Times.

Come on Guys... Help me... send in your suggestions, methods, and ideas. This column should be from all of us.
Bill Westervelt, 2205 Green Haven Way. Hampstead, Md. 21074.



Bill- in a "Pinch" you can always ask for a " Hand" from Charlie Hand.

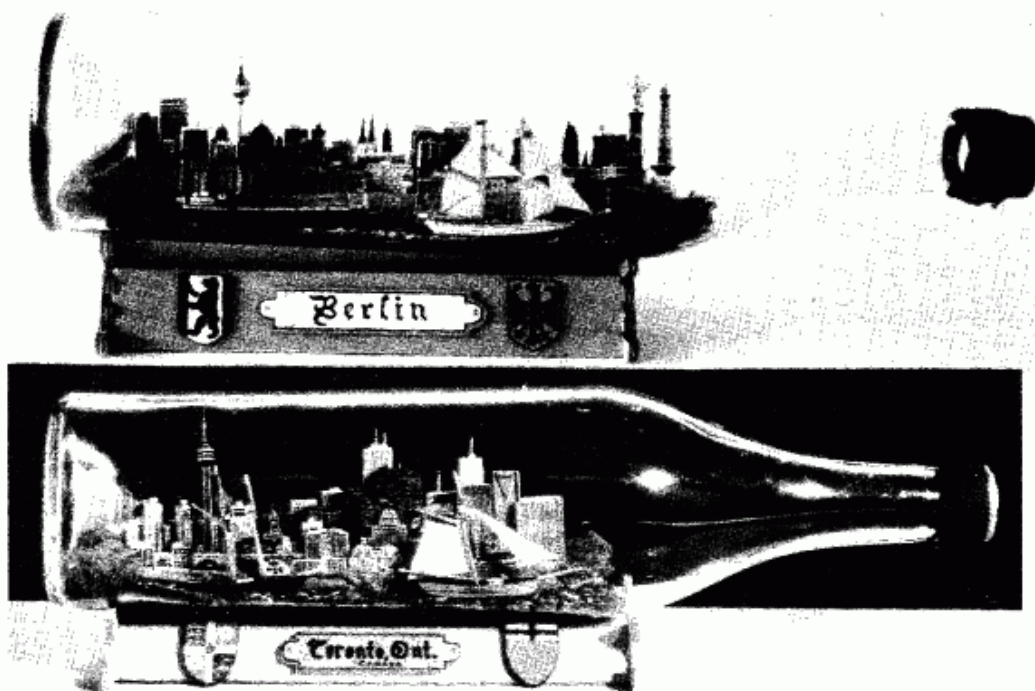
Yeah- I Know_!
BOO Hiss.!!
Sorry Charles But you know i can't resist.



Six of the new members we welcome, this time are not novices to ship bottling. And one, Artem Popov, from Moscow, Russia, even sells SIB's to help make ends meet in a poor russian economy. He is well versed in SIB techniques, and wishes to learn more. G.R. Stetson, of W. Cornwall, Connecticut, started with a kit and has added 11 scratch builds to his score. Fred G. Brittle, of Foster City, California, William A. Full of Tavares, Florida, and Marcel J. Rayner, of Halstead, Essex, England have been building on and off for anywhere from 20 to 50 years. Clark L. Moore Sr. of Casselberry, Florida, and Dr. Russ Martin of Ashrville, North Carolina have started on their own and we wish them success. Peter J. Menini, of Island Lake, Illinois has been building model ships and now wants to try SIB's. While F. Peter Gregorio of Burke, Virginia and Dominick M. Furlano of East Stroudsburg, Pennsylvania, plus Robert B. Sampson, of Duluth, Minnesota, don't say if they have any experience. Frank J. Scorsone, of Rosemead, California who I forgot to welcome in the past, well I just don't know. My Apologies Frank.

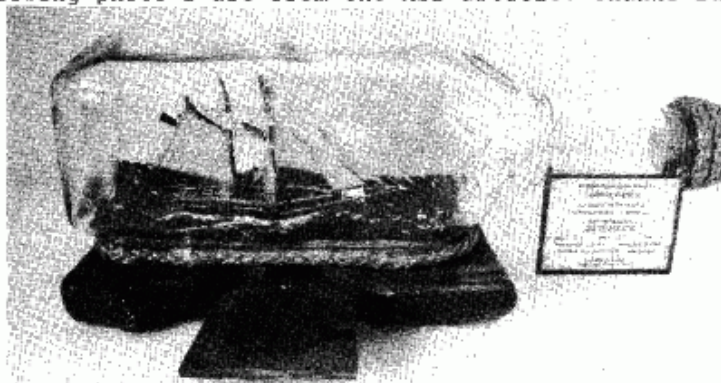
Welcome aboard to you all and remember !! I cannot print articles, or photos that you do not send in.

Erwin Aude, Hausotterstr. 79A, D-1000 Berlin 51 West Germany, wrote that he would like to correspond with members in the U.S. and Canada. He writes english very well, so anyone interested can write him at the above address. He was also kind enough to send in the following photos, of his work.





Burton D. Reckles, of Sugarland, Texas sent in copies of his "15 minutes of fame" . Burt was written up in Model Ship Builder's Nov/Dec. issue and also in the Oct. issue of the Fort Bend Lifestyle. Burt- if you could send in a photo of "Wreck Divers" and "There are several Techniques for Building a Ship in a Bottle" I think most of the 300 or so nuts would love to see them in the Bottle Shipwright. The following photo's are from the MSB article. Thanks Burt, Great work.



Burt's " Independence" as Presented to the City of Austin, Texas. Story on Pgs.43-45 in the Nov/Dec. issue of Model Ship Builder.



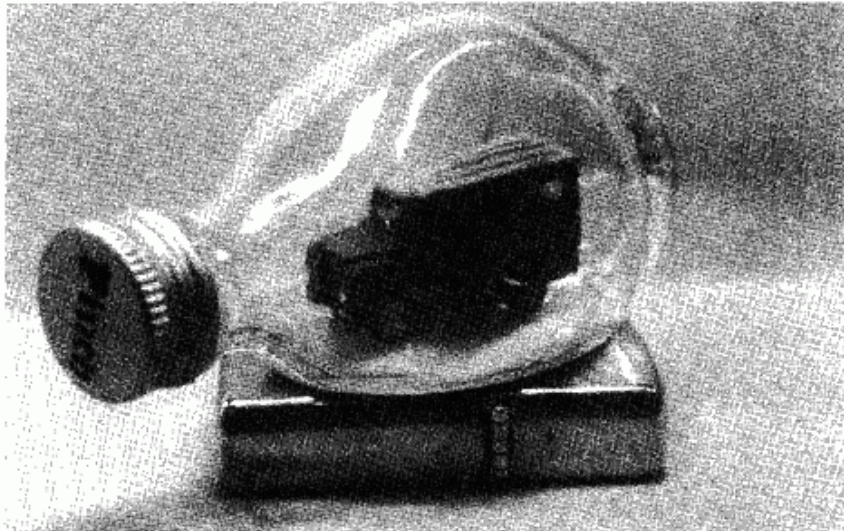
Close up of the finished " INdependence"



CL. (Don) Bradley, of Morton, Illinois sent this photo to Charles Hand who sent it on to me. Don got the idea from a picture in a Publication called "Grit" Called the " Floating Chapel.



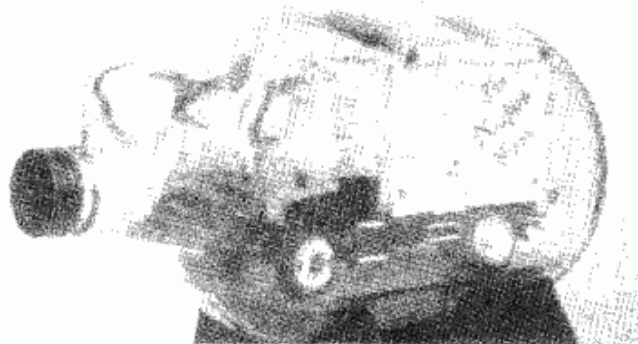
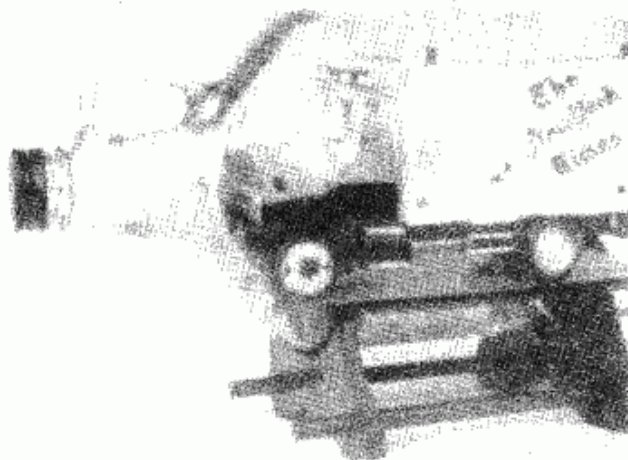
In the same letter Charles Hand, of Canton, North Carolina sent in the photo's of his completed Land Rover. Note his ever present "Zippo" lighter.





Tim Norman of Lubbock, Texas is looking for some guidance/help in building his first SIB. He can be reached at work 805 at (806) 766-1015. or at home (806)797-1215. Any of you Texan's out there can you Help?.

Harold Whiting, Plainfield, New Jersey sent in the photo's of his latest effort for the New York Times. Harold- did Santa get there on time and in one piece???





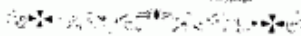
In Loving Memory of

JAMES H. DAVISON

November 11, 1920

September 27, 1994

*The Soul departed in the Lord
does not die, it returns to God,
Who is the Giver of Life.*



James H. Davison

James H. Davison, 73, a 34-year resident of Royal Oak, died Tuesday, Sept. 27, 1994 at William Beaumont Hospital, Royal Oak. He was born Nov. 11, 1920 in Flint.

Mr. Davison served in the U.S. Army during World War II. He was a member of the Clawson Lions Club, Clawson-Troy Elks Club, VFW Acorn Post 1669 of Royal Oak, and SIBBA (Ship in a Bottle Builders of America).

He was retired from General Motors Corp., where he had been employed as a supervisor.

Surviving are his wife, Phyllis; daughters, Martha (Marc) Andren of Rochester Hills and Ellen (Gregory) Monroe of Madison Heights; son, James C. (Denise) of Troy; grandson, Riley; and sister, Jane (James) Tobias of Birmingham.

Visitation will be 2-9 p.m. today at Gramer Funeral Home, 705 N. Main St., Clawson; services, 10 a.m. Friday at the funeral home with the Rev. Ray Scherbarth, Our Shepherd Lutheran Church of Birmingham, officiating; burial, Mt. Hope Cemetery, Lapeer. Memorial donations may be made to Our Shepherd Lutheran Church or the Clawson Lions Club.

MAKING MINIATURE CANNON & CARRIAGES

by John Fox III

I have so far avoided making S-I-B models of war ships because of the difficulty of making those cannon and carriages that would be necessary to do a good job of making such a model. It's not just the fact of making a cannon and carriage at a very small scale that stopped me, but the fact that I would have to make them "believable" and in such a way that I would be able to produce numbers of them more or less identical. I believe that I have now found a way to do a good job of making those guns both realistic looking, considering the scale, and with a method that allows the manufacture of many of them in a simple step-by-step process.

At a "normal" static display model scale of 1:48 or 1:96 it is fairly easy and straight forward to make cannon and carriage. One could turn the cannon barrels on a lathe, or purchase them already made, or perhaps even cast them from a hand made example. And the carriages would not be difficult at such a scale to make of wood. Working on the scale of a s-i-b model however makes things considerably more difficult. I am currently working on a trio of models of the Sloop of War Providence, and needed 14 gun sets for each of the three models, at an approximate scale of 1:240. To do this I needed a method that would both make the cannon and carriages so that they would resemble the real thing closely enough, and still be made in such a manner that I didn't spend an inordinate amount of time making them. The method I chose was simple enough, and yet I believe that they turned out to look enough like the real thing to do the job.

The method I used is outlined in the drawings as shown. I used sheet styrene to make the carriages because wood at the sizes used would have been much harder to work with, both because of the grain and the finishing. It certainly would have been possible to work with wood and overcome these problems, but the time involved would have been prohibitive. The drawings are fairly self-explanatory, but a few notes on my techniques in working with the styrene should help those not used to working with this medium.

When cutting the strips for the carriage bottom and sides I used a common drafting dividers to mark the width of the strip on the sheet styrene, and then a single edged razor blade and a metal straight edge to cut them. One thing about cutting in this manner is that it leaves a raised edge along both sides of the cut, which should be removed in order for the pieces cut from the strips to be glued squarely, and to keep the edge from being much thicker and therefore out of scale from the rest of the pieces. I used the same razor blade to removed this raised edge, and square up the entire edge of the strip by scrapping the edge on the front, back and edge of the strip. Cutting the individual shapes from the strips was done using a razor blade placed in position and pushed through the strip, in a more or less chopping cut. This too raised the edge, though not nearly as much, and it also made for cuts that were not exactly square. However, these cuts were normally on edges that would not be glued, and therefore in most cases did not need to be cleaned up.

When gluing the sides to the bottom of the carriage, I held the sides in place, one at a time, and then used a 34 gauge wire to apply cyanoacrylic glue to the inside of the joint. I was careful to keep the side square to the bottom while doing this, and careful as well to keep the outside edge of the side even with the outside edge of the bottom, for a nice square corner. I made many extra pieces while cutting, and glued up all the pieces I cut, as these small carriages are easy to loose and also I prefer to make many extras and then pick and choose the best for actual use on the models.

I used a miniature round file to put the notches in the carriage sides for the trunnions of the cannon barrels. After the notches were filed, I used the razor blade to remove the thickened edges of the notches. I then used the dividers to mark the locations of the axles on the bottom of the carriage bottoms. The axles themselves were made from short pieces of small diameter wire. When working with this small diameter wire I straighten it out by rolling it on a strong flat surface using the handle of my tweezers and a fair amount of force. This removes any kinks or bends in the wire, and makes it nice and straight. The wire was then cut to the length needed, using a rolling motion with a #11 blade in a #1 Xacto knife, again on a hard flat surface. The axles were then glued to the carriages with cyanoacrylic glue.

The wheels of the carriages were made from sheet styrene. I made a punch from a short piece of brass tube that had an inside diameter of the proper dimension for the size of the wheels I needed. I sharpened the brass tube end with a Dremel Moto-tool and a cut-off wheel. I used this punch by placing it on the styrene and then tapping with a small hammer. I found that the sharpened tip of the brass tube got dull in a big hurry, and the resulting circles of styrene had "fuzzy" edges, or were not round. I found I could get better results if I made the end of the tube sharper by finishing up the tip with very fine emery cloth. I also found it better to place a small piece of thick heavy cardboard beneath the sheet of styrene. I found it necessary to re-sharpen the end of the tube after twenty or so wheels had been cut, which I did with the emery cloth. I could only cut about three or four of the wheels at one time, and then had to remove them from the tube using the "wrong" end of a slightly smaller diameter drill bit clamped into a pin vise, or held with a needle nose pliers. If I tried to cut too many wheels before I pushed them out of the tube they either would not come out at all, or I damaged them in removing them.

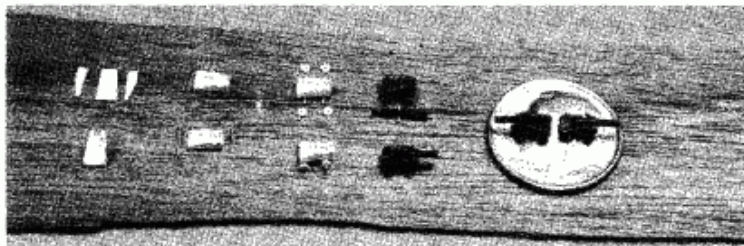
The wheels were finished by drilling a hole in the center just big enough to fit the carriage axles into. Here again I punched plenty of extra wheels, as it was difficult getting the drilled holes exactly in the center of them, and I could reject those that were too far off. The wheels were then glued to the axles in their appropriate places with cyanoacrylic glue.

In order to make the painting of the carriages easier, I took the pen holder handle from a drafting compass set and put into it one of the spare divider points that also came with the set. With this point I could spear the carriage from the top, in about the center of the bottom of the carriage. In this way I could paint the entire carriage and wheels at one time, and then simply slip them off the point of the holder and let them dry. The bottom edges of the wheels would stick slightly to the surface I let them dry on, but they came free easily and these edges would be repainted anyway. The carriages were finished by using the holder to lift them and paint the edges of all the wheels black.

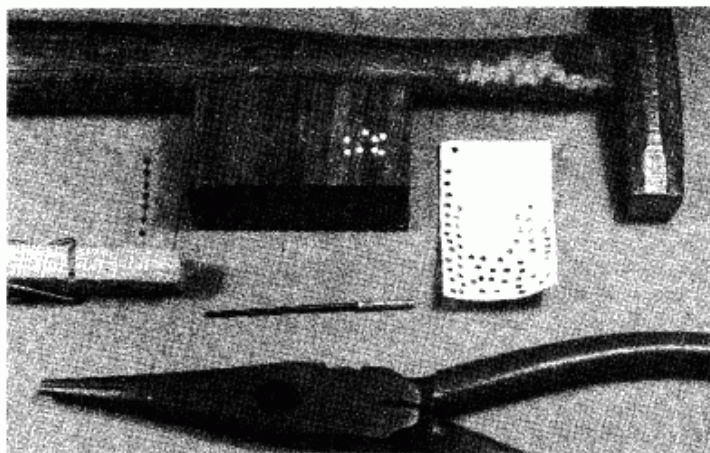
The cannon barrels were made from electrical wire with black insulation. I chose wire with insulation of the correct outside diameter to approximate the diameter of the barrels needed. I slipped the wire out of the insulation and then cut them to the proper length, then drilled the trunnion holes in their proper places. A short piece of the wire removed earlier was then cut and glued into the trunnion holes with cyanoacrylic glue. Though these barrels were straight and had no taper, as the real barrels would have had, they were as close as I could reasonably get at this small size. I tried working the insulation a bit with knife and sandpaper to get the taper of the real thing, but found that the material does not work well, and working it left undesirable marks and discoloring of the black plastic the insulation was made from. I decided that at this scale, no one would really notice the lack of taper on the barrel anyway. The barrels were finished by adding small pieces of the wire earlier removed from the insulation. One piece was added at the back of the barrel that stuck out just a bit, and a small drop of glue was added to the tip of this piece

making it slightly larger and rounded. I found that this represented the cascabel of the barrel quite nicely. A second piece of wire, slightly shorter than the length of the barrel from the trunnion to the front end, was shoved down the barrel to the trunnion piece. This helped to straighten the barrel, and left the end of the barrel open, which gave it a more realistic look.

To finish the guns I placed the barrel's trunnions into the grooves filed into the carriage sides and glued them with cyanoacrylic glue. The trunnions were then painted black. To mount my finished cannon/carriages I glued all four wheels to the deck of my models with thinned white glue. At this small scale I didn't add very much of the normal cannon rigging. All I felt was necessary to do the job was a single line which I passed through a hole drilled at the appropriate height through the bulwarks of the model on one side of the cannon, wrapped it around the cascabel of the barrel, and then passed through another hole on the other side of the cannon. The line was then glued at the cascabel and where it passed through the bulwarks. The excess line was then cut off from the outside of the model. With a little touch up painting to the outside of the bulwarks I had my cannon made and mounted.



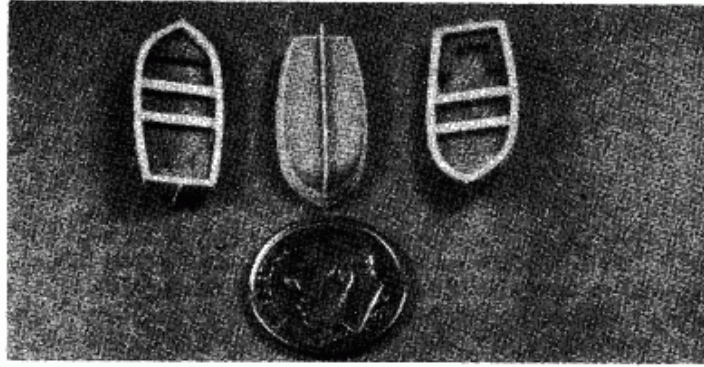
Steps in Cannon and Carriage Building.



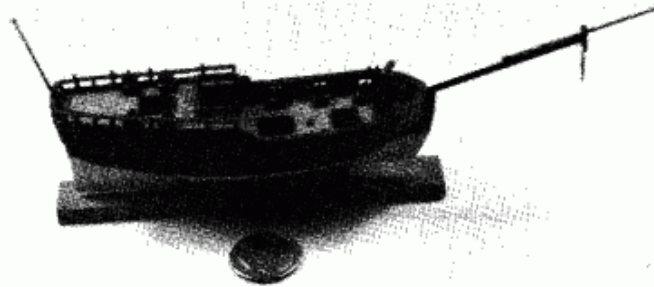
Punch setup similar to that used for Carriage wheels.

PHOTO'S

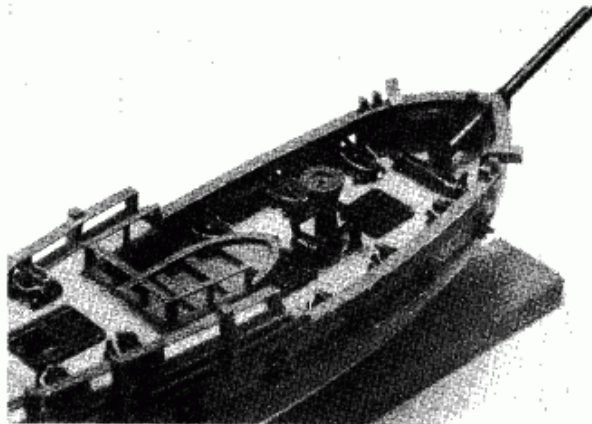
from John Fox III



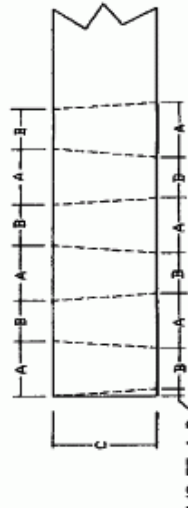
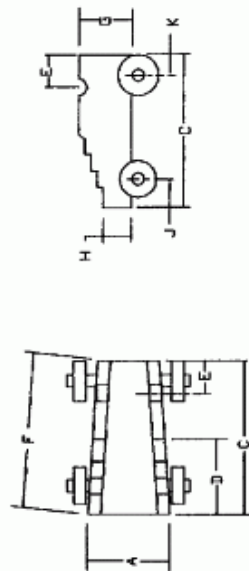
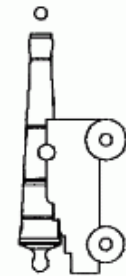
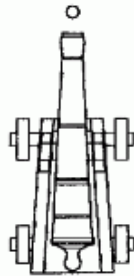
Ships boats for the model " Providence"



" Providence" before Masting and Rigging was started



"Providence" -a closer view.

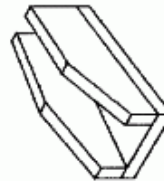


1/2 OF A-B
CUT STRIP OF SHEET STYRENE AS WIDE AS DIMENSION C, THEN MARK WIDTHS OF FRONT AND BACK OF CARRIAGE AS SHOWN, AND CUT ON DASHED LINES. BE SURE TO MARK AND CUT EXTRAS.

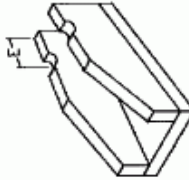


THICKNESS OF STYRENE SHEET

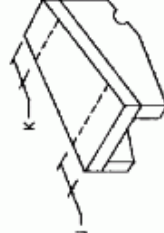
CUT SHEET STYRENE STRIP AS WIDE AS DIMENSION G MINUS THE THICKNESS OF THE STYRENE USED. MARK AND CUT TO LENGTH F, THEN CUT EACH PIECE FROM THE MIDDLE OF ONE LONG EDGE TO THE MIDDLE OF ONE SHORT EDGE AS SHOWN. TWO PIECES ARE NEEDED FOR EACH CARRIAGE BASE MADE, BE SURE TO MAKE EXTRAS.



GLUE CARRIAGE SIDES TO CARRIAGE BOTTOM BY HOLDING SIDE PIECE WITH A TWEEZER SO THAT BOTTOM EDGE IS ALIGNED WITH OUTSIDE EDGE OF CARRIAGE BOTTOM TOP SIDE, THEN APPLY CYANOACRYLIC GLUE TO INSIDE OF JOINT WITH A FINE WIRE. BE SURE TO MATCH THE NARROW END OF THE SIDE PIECE WITH THE WIDE END OF BOTTOM PIECE. REPEAT TO ADD SECOND SIDE PIECE.



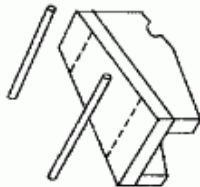
CARRIAGE TRIMMING NOTCH ADDED WITH ROUND NEEDLE FILE, IN APPROPRIATE LOCATION.



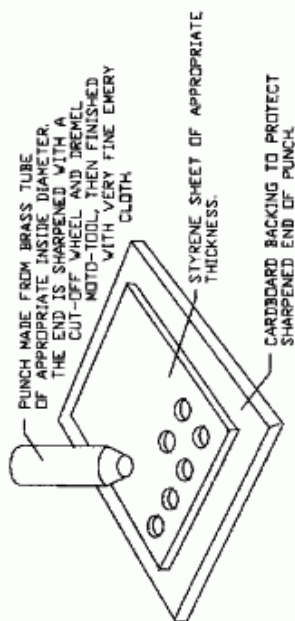
MARK AND/OR SCORE LOCATIONS OF CARRIAGE AXELS AT APPROPRIATE PLACES WITH A DIVIDERS.

MINIATURE CANNON & CARRIAGE

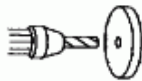
SHEET 1



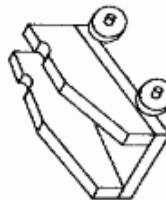
CARRIAGE AXELS MADE FROM SMALL DIAMETER WIRE. AXELS GLUED IN PLACE WITH CYANOACRYLIC GLUE.



CARRIAGE WHEELS ARE CUT FROM SHEET STYRENE USING A PUNCH MADE FROM A BRASS TUBE WITH THE END SHARPENED, AND A SMALL HAMMER. TWO OR THREE WHEELS ARE PUNCHED CONSECUTIVELY, THEN A SLIGHTLY SMALLER DIAMETER DRILL POSITIONED IN A PIN VISE WITH THE DRILLING END CLAMPED IN THE VISE AND THE FLAT END STICKING OUT IS PUSHED INTO THE PUNCH FROM THE UNSHARPENED END TO PUSH OUT THE WHEELS.



DRILL HOLE IN CENTER OF EACH WHEEL. THEN GLUE TO AXELS IN PROPER PLACE USING CYANOACRYLIC GLUE.



PAINT ENTIRE CARRIAGE WHEELS AND AXELS RED. AFTER PAINT DRIES, PAINT THE EDGES OF THE WHEELS BLACK. THIS FINISHES THE CARRIAGE CONSTRUCTION.

ELECTRICAL WIRE WITH BLACK INSULATION.



THE GUN BARRELS ARE MADE FROM ELECTRICAL WIRE WITH BLACK INSULATION OF THE APPROPRIATE OUTSIDE DIAMETER. AFTER THE WIRE IS REMOVED FROM THE INSULATION, THE INSULATION IS CUT TO THE LENGTH NEEDED FOR THE ENTIRE GUN BARREL MINUS THE CASCABEL.

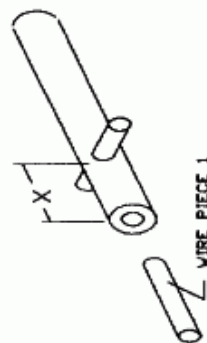
HOLE THROUGH INSULATION



DRILL HOLE THE SAME DIAMETER AS THE WIRE THROUGH THE INSULATION AT THE APPROPRIATE LOCATION FOR THE TRUNION. CUT A PIECE OF THE WIRE EARLIER REMOVED FROM THE INSULATION TO THE CORRECT LENGTH OF THE TRUNION AND GLUE INTO HOLE WITH CYANOACRYLIC GLUE.

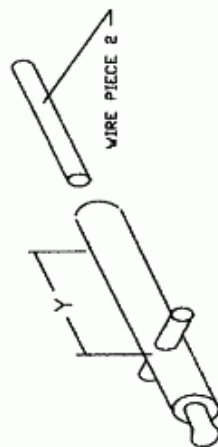
MINIATURE CANNON & CARRIAGE

SHEET 2



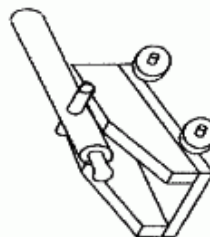
WIRE PIECE 1

A PIECE OF THE WIRE REMOVED FROM THE INSULATION IS CUT SO THAT ITS LENGTH IS THE DISTANCE FROM THE BACK OF THE TRUNNION TO THE BACK END OF THE MAIN BARREL (X), PLUS THE LENGTH DESIRED FOR THE CASABEL. THIS WIRE IS SHOWN INTO THE BACK END OF THE BARREL AND A SMALL AMOUNT OF CYANOACRYLIC GLUE IS APPLIED AROUND THE WIRE WHERE IT MEETS THE BARREL. ANOTHER SMALL DROP OF GLUE IS APPLIED TO THE END OF THE WIRE TO REPRESENT THE ROUNDED END OF THE CASABEL. THE ENTIRE LENGTH OF WIRE IS THEN PAINTED BLACK.



WIRE PIECE 2

A SECOND LENGTH OF WIRE IS THEN CUT SO THAT IT IS THE DISTANCE FROM THE FRONT END OF THE TRUNNION TO THE FRONT OF THE BARREL MINUS A SMALL AMOUNT. THIS PIECE OF WIRE IS THEN SHOWN INTO THE FRONT END OF THE BARREL UNTIL IT HITS THE TRUNNION. THIS WILL STIFFEN THE BARREL, REMOVE ANY KINKS IN THE INSULATION AND STILL LEAVE ENOUGH OF THE BARREL END HOLLOW TO MAKE IT APPEAR THAT IT IS HOLLOW THROUGH ITS ENTIRE LENGTH.



THE FINISHED BARREL IS THEN PLACED ON THE CARRIAGE MATCHING THE TRUNNION GROOVES FILED INTO THE CARRIAGE WITH THE TRUNNIONS ON THE BARREL. A SMALL AMOUNT OF CYANOACRYLIC GLUE IS THEN APPLIED TO EACH OF THE TRUNNIONS WHERE THEY MEET THE CARRIAGE SIDES. THE LAST STEP IN COMPLETING THE GUNS IS TO PAINT THE TRUNNIONS BLACK.

MINIATURE CANNON & CARRIAGE

SHEET 3

A SAILOR'S ANSWER.

They accuse us of being rowdy
And raising hell,
But we are the guys they depend on
to win this bloody war.
They never see us on duty,
Six thousand miles at sea.
And have no idea how miserable
A sailor's life can be.
They stand no midnight watches
On stormy nights at sea,
Nor pitch about in their sleep.
Nor worry about torpedoes,
That come sneaking in the deep.
It never gets too rough ashore
To cook a steaming meal,
After days of cold sandwiches,
I wonder how they'd feel.
we have loved ones in our hearts,
to whom we say goodbye.
And sail away to unknown ports,
So that our country shall not die.

So judge us not as rowdy, or as
Living high and fast,
For who knows what may happen,
This liberty may be our last.
For as my ship is sailing out to sea,
I know somewhere, somehow,
Someone prays to god for me.

Found on a dead seaman, at sea, in an open lifeboat in the North Atlantic, during World War II.

Bill Lucas passed away in March due to complications associated with Alzheimer's Disease. Frank Skurka's write up about his book appeared in the last issue of Bottle Shipwright and I have sent a copy to his daughter.

She called and asked that we publish the information that his book now costs \$12.95 plus shipping (I don't know what that charge is), and can be ordered at a new address: 2820 Summerset Circle, Suamico, WI 54173.

(Ed. Note) Bill Lucas's book " How to build Historic ships in Bottles" was reviewed in the 1994-2 issue of The Bottle Shipwright.

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() GOLF SHIRTS _____

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